

and movement of the engine can damage or actually unplug the connector. A repair kit with a longer harness, P/N 12102748, is available to correct the problem.

Bulletin 02-01-38-003

1996-2003 Chevrolet, Oldsmobile, Buick, Pontiac with 3.1L or 3.4L V6 engine (VIN J, E)

Oil or coolant leaks may be due to intake manifold gasket failure. An improved gasket is available, P/N 89017279. The bulletin specifies coating the bolts with thread locking compound and includes a torque sequence illustration.

Bulletin 03-06-01-010

1995-2002 Chevrolet/GMC/Oldsmobile S/T Truck, 1996-2002 Chevrolet/GMC C/K Truck, 1999-2000 Cadillac Escalade with 4.3L, 5.0L or 5.7L engine with Central Injection

Engines with Central Sequential Fuel Injection (CSFI) may experience rough idle after cold-start, current or stored misfire codes and SES light illumination. The cause is a build-up on the CSFI poppet valves that causes them to clog or stick open. There are two fixes available; cleaning the injector and poppet valves or replacing the entire CSFI system with a new MFI system. The bulletin includes illustrations and complete instructions for both procedures.

Bulletin 00-06-04-003B

FORD:

1999-2003 Super Duty/Excursion Trucks with 4WD

Automatic hub operation is explained in a service bulletin. Hub locking and unlocking operations are handled by the GEM in a timed sequence using different vacuum levels. A complete description of operation is provided, as well as troubleshooting and maintenance information.

Bulletin 03-4-1

1999-2000 Windstar with 3.8L engine

MIL illumination with DTC P0171 or P0174, indicating a lean running condition, may be caused by leaks in the fuel pressure regulator vacuum line. Driveability symptoms also may be present. The vacuum line can deteriorate where it connects to the intake manifold due to oil leaking from the left-side valve cover. The manifold itself also can leak around the isolator bolt assemblies that hold the upper and lower sections together. A new design valve cover gasket is available to correct the oil leak. The bulletin includes manifold assembly procedures part numbers, PCM calibration numbers and diagnostic instructions.

Bulletin 03-4-7

CORRECTION:

In February 2003, we published the wrong number for a General Motors' service bulletin. The TSB describes a problem with low-speed ABS activation caused by corrosion in the wheel speed sensor's mounting boss. The correct TSB number is 02-05-25-006A. We apologize for any confusion this may have caused.

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